



# U.S.-CHINA AVIATION SUMMIT

BUILDING TODAY'S AVIATION SYSTEM  
TO MEET TOMORROW'S CHALLENGES

SEPTEMBER 17-19, 2006  
WASHINGTON CONVENTION CENTER  
WASHINGTON, D.C.

SPONSORED BY:  
**U.S. TRADE AND DEVELOPMENT AGENCY**

IN COOPERATION WITH:

GENERAL ADMINISTRATION OF CIVIL AVIATION OF CHINA (CAAC)

U.S. DEPARTMENT OF TRANSPORTATION/FEDERAL AVIATION ADMINISTRATION

U.S. DEPARTMENT OF HOMELAND SECURITY /TRANSPORTATION SECURITY ADMINISTRATION

U.S. DEPARTMENT OF COMMERCE

U.S.-CHINA AVIATION COOPERATION PROGRAM

AMERICAN ASSOCIATION OF AIRPORT EXECUTIVES

INTERNATIONAL ASSOCIATION OF AIRPORT EXECUTIVES



## Emerging Aviation Market of China

The People's Republic of China has emerged over the past decade as a paradigm of economic energy and progress, maintaining impressively high economic growth rates and an ambitious scale of development.

China's civil aviation sector has undergone significant development in the same



period and continues on a fast-paced growth track. Sustained economic growth, increasingly high tourism rates and preparations for the 2008 Olympics have further driven the need for infrastructure development in its aviation sector. Industry forecasts indicate that China will become the second largest aviation market in the world, after the United States, in three to five years. Annual growth rates in the number of airline passengers of 10 to 15 percent, and air freight and cargo volume growth of 8 to 13 percent are common in China's current aviation industry. Air traffic data reveals that there are now more than 11,000 takeoffs and landings daily in China. Recent CAAC projections indicate that total air traffic volume is expected to double by 2010. Given the current growth pattern, Chinese airlines will need to add approximately 2,800 civilian aircraft, 200 airports and 40,000 pilots by 2023.

With growing demands in both passenger and cargo volumes, China is facing an enormous aviation infrastructure challenge as it strives to balance air service quality, airport efficiency, flight security, and airspace management. Specific plans



for upgrading the sector are outlined in China's eleventh five-year plan (2006-2010), in which the CAAC states that the establishment of a technologically advanced and systematically reliable air traffic control system will be a key priority. Other objectives highlighted in the plan include expanding airport facilities, installing airport security and monitoring systems, establishing an information technology network to synchronize airport operations, and enforcing airworthiness certification and regulatory systems.

## U.S.-China Aviation Summit

September 17-19, 2006  
Washington, D.C.

To promote greater cooperation between the U.S. and China aviation sectors, the U.S. Trade and Development Agency (USTDA), in cooperation with the General Administration of Civil Aviation of China (CAAC), will sponsor a high-level U.S.-China Aviation Summit. The event will take place at the Washington, D.C. Convention Center, September 17-19, 2006.

U.S. Congressional participants will include the Honorable Ted Stevens (R-Alaska), the Honorable John Mica (R-Florida), the Honorable James Oberstar (D-Minnesota), and the Honorable John D. Rockefeller IV (D-West Virginia). Chinese delegates for this Summit will include senior officials of the General Administration of Civil Aviation of China (CAAC), National Development and Reform Commission (NDRC), CAAC Air Traffic Management Bureau, State Air Traffic Control Commission, Chinese aviation industry (including representatives from AVIC I and AVIC II), and Chinese airports and airlines.

The U.S.-China Aviation Summit will include a two-day conference in Washington D.C., followed by three days of site visits to several U.S. cities. The Summit will include high-level meetings, plenary sessions, one-on-one meetings, and receptions/dinners. Having Washington, D.C., as the site of the conference portion of the Summit will provide ample opportunities for meetings and discussions with U.S. federal agencies, members of Congress and leading aviation industry leaders.

The objective of the Summit is to encourage high-level dialogue between the U.S. and China to face the growth challenges of the sector. It will help build the long-term strategic and commercial relationship between U.S. and Chinese aviation sectors to address, among other issues, air traffic management, airspace utilization and U.S./China commercial collaboration in new airborne systems. The Summit is designed to share technical, managerial, and strategic planning approaches with the Chinese delegation as it adopts integrated and automated air traffic control and management systems. These systems will focus on safety, capacity, efficiency, and security management for future air transport systems.

Following the Washington part of the summit, the Chinese delegation will be divided into four groups. The first group will stay in Washington D.C. and tour FAA's Potomac Tracon and the FAA Air Traffic Control System Command Center. The second group will travel to Boston, Massachusetts, to view air transportation system modernization efforts, and visit with airport officials on development and infrastructure financing and passenger/air cargo screening. A third group will travel to Houston, Texas, to view firsthand the operations of Houston Intercontinental's triple parallel runways (similar to the Beijing Capital International Airport after the third parallel runway opens in 2007), air transportation system modernization efforts, and air carrier operations. The fourth group will visit Wichita, Kansas, to gain exposure to the U.S. aircraft manufacturing industry. The entire Chinese delegation will then travel to Los Angeles to view the latest information and technology on airport development and infrastructure financing, FAA airspace management, air carrier operations, air carrier oversight initiatives, and explosives detection systems.



## What Topics Will Be Covered at the Workshop?

- Air Transportation System Modernization
- The Application of New Technology in Air Traffic Management
- Airspace Utilization/Civil-Military Collaboration
- Next Generation Air Transportation System Technology and Satellite-based Precision Systems (NGATS)
- Aviation Safety and Security
- Airport Infrastructure Development and Financing
- Future Airport Development and New Technology Application
- China Civil Aviation's Future Development and Project Prospects
- Challenges of Integrating New Airborne Systems (ARJ21 and Boeing 787)
- The Development and Management of General Aviation

## Business Opportunities at the Summit

The Summit will be attended by high-ranking officials in the Chinese government and China airline/airport industries. U.S. companies will want to take advantage of the unique networking opportunities afforded by the Summit.

Companies can sign up for a full booth at the Summit that will provide an opportunity to promote their products and services to Chinese airport/aviation delegates. Sponsorship opportunities are also available and include distinctive signage with logo displays, complimentary registrations based on sponsorship level, and a full booth in the showcase area.



## Summit Exhibit Booth Benefits and Fees

**Full Summit exhibit booths are available. The cost is \$4,500 and includes the following:**

- A distinctive full booth (8' x 8' space, two chairs, pipe and drape) to exhibit your company's airport/aviation products and services throughout the Summit.
- Two complimentary delegate registrations for the workshop.
- A description of the company in the trade show listing in the program.

## Summit Sponsorship Benefits and Fees

In addition to the benefits listed above **(including exhibit booth)** sponsors also will receive:

- Sponsorship of Summit events.
- Verbal and written recognition of their financial support during the workshop.
- Distinctive signage with company logo.
- Additional complimentary delegate registrations based on sponsorship level.

**Sponsorship opportunities are limited, so please respond early. Please contact Spencer Dickerson, American Association of Airport Executives, at (703) 824-0500, Ext. 130, fax (703) 820-1395, or e-mail [sdickerson@aaae.org](mailto:sdickerson@aaae.org) for further information on sponsorship opportunities.**

## Summit Delegate Fees

The delegate registration fee of \$495 (USD) covers attendance at all business sessions, two lunches, three evening events and coffee breaks.



## Summit Venue, Hotel and Logistics

### Convention Center Information

All conference sessions will be held at the new **Washington D.C. Convention Center** in downtown Washington, D.C., located between 7th and 9th Streets (801 Mount Vernon Place NW, Washington, DC 20001, (202) 249-3000). The nearest Metro (subway) stop is Mt. Vernon Square/7th St. Convention Center on the Yellow or Green Line.

### Hotel Information

Rooms are being held at the **Renaissance Washington, DC Hotel**, 999 Ninth Street NW, Washington, DC 20001, phone (202) 898-9000. The Renaissance Washington, DC Hotel is the Summit headquarters and is located directly across the street from the Washington Convention Center. All attendees will receive a special rate of \$259 single or double occupancy. Reservations must be made by August 25, 2006, in order to guarantee these rates. Reservations made after this date can only be honored on a space and rate available basis. To make your hotel reservations, call the hotel directly at (202) 898-9000 and identify yourself as part of the U.S.-China Aviation Summit.

### Ground Transportation

A taxicab ride between Reagan Washington National Airport and the Renaissance Washington, DC Hotel is approximately \$15 each way and takes about 15 minutes. A taxicab ride between Dulles International Airport and the Renaissance Washington, DC Hotel is approximately \$55 and takes 45 minutes. The hotel is located at the Gallery Place/Chinatown stop on the Yellow/Green or Red Metro (subway) line. From Reagan Washington National Airport, take the yellow line to Gallery Place/Chinatown and take the 9th and G Streets Exit. Turn right on 9th Street and walk two blocks to the hotel.

# U.S.-CHINA AVIATION SUMMIT

Building Today's Aviation System to Meet Tomorrow's Challenges

September 17-19, 2006 • Washington Convention Center • Washington, D.C.

*(subject to change)*

## Sunday, September 17

**6:30 – 8:30 p.m.**  
Welcome Reception

## Monday, September 18

**7:45 – 8:30 a.m.**  
Continental Breakfast and Networking Break

**8:30 – 10:00 a.m.**  
Official Summit Welcome

- *USTDA Director Thelma Askey*
- *CAAC Vice Minister Yang Guoqing*
- *FAA Administrator Marion Blakey*
- *U.S. Senator Ted Stevens, Chairman of the Senate Commerce Committee*
- *U.S. Representative John Mica, Chairman of the House Aviation Subcommittee*
- *U.S. Representative James Oberstar, Ranking Member of the House Transportation and Infrastructure Committee*
- *U.S. Senator John D. Rockefeller IV, Ranking Member of the Senate Aviation Subcommittee*

**10:00 – 10:30 a.m.**  
Current State and Future Prospects of China Civil Aviation

**10:30 – 11:00 a.m.**  
Networking Break

**11:00 a.m. – 12:30 p.m.**  
Next Generation Air Transportation System (NGATS) — Solving Today's Problems While Building for Tomorrow

**12:30 – 2:00 p.m.**  
Lunch

**2:00 – 3:00 p.m.**  
Aviation Safety and Security Challenges

- *Aviation Safety Management*
- *The Challenge of Aviation Security*

**3:00– 3:30 p.m.**  
Networking Break

**3:30 – 5:15 p.m.**  
Air Transportation System Modernization - Part 1

- *Performance Based Navigation Systems/New Technologies*
- *ADS-B*
- *System Wide Information Management*
- *New Technology Application in China's Civil Air Transportation Management*

**6:15 p.m.**  
Official U.S.-China Aviation Summit Dinner



## Tuesday, September 19

**7:45 – 8:45 a.m.**  
Continental Breakfast and Networking Break

**8:45 – 11:00 a.m.**  
Air Transportation System Modernization– Part 2

- *Air Traffic Flow Management*
- *Airspace Utilization/Civil-Military Collaboration*
- *ATC Collaborative Decision Making*
- *ATC and Airport Capacity and Efficiency*
- *Civil Air Transportation Management Plan and Development Strategy in China*

**11:00 – 11:30 a.m.**  
Networking Break

**11:30 a.m. – 12:30 p.m.**  
Airport Infrastructure Development/Financing

- *China Civil Airport Construction Plan and Development Introduction*
- *Airport Plan and Safe Operation Management*
- *Airport Infrastructure Development and New Technology Application*
- *New Airport and Air Traffic Infrastructure Financing and Future Projects in China*

**12:30 – 2:00 p.m.**  
Lunch

**2:00 – 3:15 p.m.**  
General Aviation Development and Management

**3:15 – 3:45 p.m.**  
Networking Break

**3:45 – 4:45 p.m.**  
Challenges of Integrating Airborne Systems

- *ARJ21 and Boeing 787*

**5:30 – 7:00 p.m.**  
Closing Reception

# Delegate/Sponsorship Registration Form

## U.S.-China Aviation Summit- Building Today's Aviation System to Meet Tomorrow's Challenges

September 17-19, 2006 • Washington D.C. • Meeting # 060917

FULL NAME \_\_\_\_\_

NICKNAME FOR BADGE \_\_\_\_\_

TITLE \_\_\_\_\_

AIRPORT/COMPANY \_\_\_\_\_

ADDRESS \_\_\_\_\_

CITY/STATE/ZIP/COUNTRY \_\_\_\_\_

TELEPHONE \_\_\_\_\_ FAX NUMBER \_\_\_\_\_

E-MAIL ADDRESS \_\_\_\_\_

**Please indicate type of registrant by checking the appropriate boxes below.**

### Summit Fees and Benefits

☐ Full Exhibit Booth. . . . . \$4,500 (USD)

- Includes distinctive booth space (8' x 8'), pipe and drape, one table and two chairs)
- Two complimentary delegate registrations
- Identification sign
- Additional booth personnel (*attach list*) . . . . . \$375 (USD)

Enclosed is a 25-word description of my company's product or service to be included in the official conference program.

Signature of representative of exhibiting company: \_\_\_\_\_

(contact Susan Lausch, AAAE, in the United States at (703) 824-0500, Ext. 128, e-mail [susan.lausch@aaae.org](mailto:susan.lausch@aaae.org), or Greg Mihelic, AAAE, at Ext. 136, e-mail [greg.mihelic@aaae.org](mailto:greg.mihelic@aaae.org) for details on exhibit booths.)

☐ SUMMIT SPONSORSHIP (For details, contact Spencer Dickerson, AAAE, in the United States at (703) 824-0500, Ext. 130, or e-mail [sdickerson@aaae.org](mailto:sdickerson@aaae.org))

### Sponsorship Benefits Include

- Booth benefits listed above
- Distinctive signage with company logo
- Verbal and written recognition at the workshop
- Additional complimentary delegate registration(s) based on sponsorship level

Registrations and cancellations must be submitted in writing. Refund requests received before 9/1/06 are subject to a \$195 processing fee. There will be no refunds after this date. Substitutions will be accepted without penalties and no-shows will be billed. For all inquiries regarding cancellations and refunds, please contact the AAAE Meetings Department at (703) 824-0504, or e-mail [aaameetings@aaae.org](mailto:aaameetings@aaae.org).

3. ☐ DELEGATE REGISTRATION . . . \$495 (USD) per person

### Method of Payment (please check applicable box)

(For electronic or wire transfer information, please call Steve Girona, AAAE, in the U.S. at (703) 824-0500, Ext. 147, or e-mail [steve.girona@aaae.org](mailto:steve.girona@aaae.org))

☐ Attached is my check made payable to AAAE (in U.S. dollars drawn on a U.S. bank)

☐ P.O. Number \_\_\_\_\_

☐ Upon receipt of this form, please charge my (*circle one*)      American Express      MasterCard      Visa

Name (as it appears on card) \_\_\_\_\_

Card Number \_\_\_\_\_ Exp. Date \_\_\_\_\_

Signature (of cardholder) \_\_\_\_\_

**Return to:** AAAE ■ 601 Madison Street, Suite 400, Alexandria, VA 22314 USA ■ Fax (703) 820-1395 ■ Phone (703) 824-0504

**Note**—Photocopies of this form will be accepted. AAAE accepts registration regardless of race, religion, sex, physical disability and national or ethnic origin.

*This includes but is not limited to admissions, employment and educational services.*

**Register online at [www.aaae.org/meetings](http://www.aaae.org/meetings)**

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AIRPORT EXECUTIVES  
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U.S. Department of Homeland Security/Transportation Security Administration  
U.S. Department of Commerce  
U.S.-China Aviation Cooperation Program  
American Association of Airport Executives  
International Association of Airport Executives

